

St. AGNES ~ PARISH ~ 1850 — 1920



A Photographic Record

By CLIVE BENNEY

St. Agnes Parish:
1850-1920; a
photographic record

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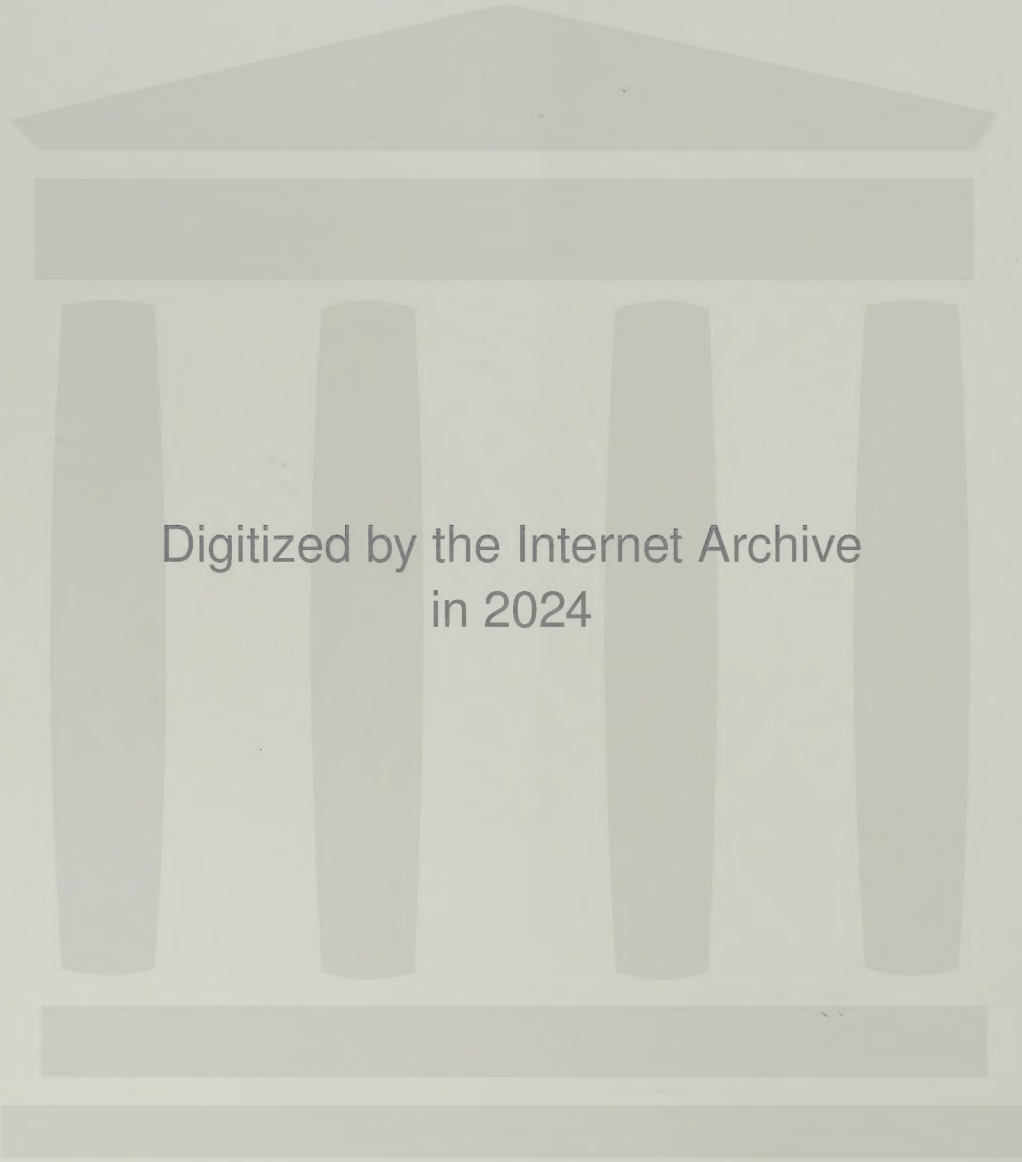
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To Helen, Thomas & Daniel.

AUTHOR'S FOREWORD.

Following many requests I have decided to compile a book containing some of my old photographs, to provide a pictorial record of the Parish.

I have restricted the contents to pre 1920 and hope, at a later date, to produce another volume of post 1920 photographs.

I would like to thank the residents of the Parish who have kindly supplied much of the information. If anyone has any further information to add, or other photographs, or postcards of the Parish I would be most interested in hearing from them.



SHOPS AND STREET SCENES



Goonvrea Road c 1905. Today only one of these thatched cottages remains, the other two having been destroyed by fire.



Vicarage Road c 1906. From 1900 to 1908 the thatched cottage on the right was a Pork Butcher's, owned by Fred James. On 23rd October 1908 the thatch caught fire and the building was completely destroyed. It was rebuilt, but with a tiled roof.



Vicarage Road 1914. Note the large number of shops on the right hand side of the road. "Diversions" (Brown & Medlock's that was) is two cottages. In 1926 Mr Sidney Richards demolished them to make way for the shop.



Vicarage Road, taken at the top of Rosemundy, 1904. The horse bus probably belonged to R. James. It ran from St Agnes to Truro and St Agnes to Redruth. The journey to Truro took about an hour and a half! The service ceased during the first World War.



Rosemundy Hill at the turn of the century. The thatched cottages on the right have disappeared and four large houses have front gardens where the cottages stood.



Vicarage Road 1900. The Railway Inn was known as the Smith's Arms. With the coming of the railway it became the Smith's Arms and the Railway Hotel. In 1925 it became the Railway Inn. The shop on the right was a General Store run by Mr Harry Mitchell.



An early view of Vicarage Road taken in 1905 by the photographer H.D. Wooton of Redruth. The flag pole outside the Mens Institute was erected in April 1900.



British Road c 1908.



The Miners' and Mechanics' Institute c 1906.

In 1891 Dr William Whitworth wrote to Mr Passmore Edwards seeking his help to provide a Miners' and Mechanics' Institute. Mr Edwards replied that he had wanted to do something for the parish of his birth for a long time and would be more than pleased to supply a building. The foundation stone was laid on 7th June 1893, by Passmore Edwards. A bottle containing various articles was placed beneath the stone. Normally the contents remain undisturbed until the building is demolished, but not on this occasion, as the Western Morning News reported on the 15th June 1893.

“ Theft at St Agnes

It was found yesterday morning that the bottle containing the silver coins, newspapers, and illuminated programme of the day's proceedings, which Mr Passmore Edwards placed under the foundation stone of St Agnes Miners' and Mechanics' Institute on Wednesday June 7th, has been stolen. The neck of the bottle, and a scrap of the programme was found close to the foundation stone. Superintendent Philip made a careful inquiry yesterday, but discovered no clue to the thief. The value of the coins only amounted to a few shillings. The thief evidently believed the amount was much larger. The bottle was only covered with a few bricks, and it was possible to get at it without using a hammer or tool of any description. ”

The bottle was replaced with similar documents and coins by the Treasurer, Mr Tregellas, in the presence of the committee on Monday December 18th.



Vicarage Road 1908, showing Thomas Delbridge's shop. It sold confectionery, but he was also a Shipping Agent. In 1905 there was a special offer of a £2 fare to New York, the normal price being £10. Many miners took advantage of this offer to seek work in America.



27 Vicarage Road, John Angwin's Stationer's, Book-binders, and Printers. At this time the left hand side of the house was the shop, and the right hand side the dwelling. The small building to the right was the print works.



Vicarage Road c 1912. An interesting view of a row of houses and a shop.

At the far end we have number 34, the family home of the Whitworths and a Doctor's residence for over 100 years. Number 35, The Manse, the home of the local Wesleyan Minister for over 100 years before moving to a house in Castle Meadows.

Number 37 was, at one time, known as "Beacon View" because until the end of the 19th century there were fields opposite giving an unobstructed view of the Beacon. Number 39 in this photograph has a plaque on the wooden fence saying "George Powell, Dental Surgery". Number 40 is a Grocer's shop owned by Richard Herbert Trenerry.



A view towards the Post Office c 1914.

At this time the shop on the left was a butcher's, later becoming a fish and chip shop. In 1930 the fish and chip shop caught fire, and in 1936 this shop, and the one adjoining it, were demolished to make way for the Public Conveniences.

The shop in the centre of the photograph where Westwoods is today, was a Grocer and General Store owned by Thomas Thomas (Timo Thomas).



This photograph of 1898 shows Prout and Rogers' shop which was situated, the Churchtown side of the Post Office. Today the building is no longer a shop reverting back to residential use with no trace of the shop windows.



Churchtown c 1900. Note, the Post Office where "Pins and Needles" is today. The Post Office was here from 1889 to 1902 before moving to its present site. The Sub Post Mistress at this time was Miss Susan Stribley.



Churchtown around 1850, and the earliest view in my collection. The caption on the bottom of the postcard reads "St Agnes Market 55 years ago". The postcard itself is postmarked 1905, which would date the original photograph at 1850.

The present day St Agnes Hotel is called "Pearce Hotel" after John Pearce landlord from 1850 to 1865. The hotel later became the "Commercial Hotel", then "Paull's hotel", and finally the St Agnes Hotel. Market day was Thursday when people came from outlying districts, and all kinds of purchases could be made from the many standings and stalls which lined the roadside.



A close up view of the Commercial Hotel and Market House. This photograph is taken from a glass plate negative I have in my collection and was taken before 1894. The large building on the right was the Market House and extended across the front of the Church from the top of Town Hill to Bank House. It came up for sale in 1894 and was purchased by the Vicar and Churchwardens for £250. It was demolished to allow access to the Church and for road widening.

The Licensed premises of the Commercial Hotel were in the right hand side of the building as you enter. The room to the left of the front door (the present bar) was let as a Tailor and Gents Outfitter. Three ladies have posed for the photographer in the doorway.



“Alive, Alive O!” A Fishseller in Churchtown around 1904. A fine photograph taken by Mr E.A. Bragg of Illogan.



Tom Benney standing outside his shop in Churchtown c 1906.

He was known to have sold Tom Trot sweets and mistletoe at Christmas. He had a clock on his shop wall with no hands and a sign that said “No Tick”. His shop, now a private residence, was situated to the left of the Porthvean Hotel.



Two views of Goonown c 1911.





Peterville, around 1905.

At one time Peterville was the centre of the town's activities. The large open space as seen in this photograph was ideal for travelling shows.

The building on the left where Peterville Garage is now, was, when this photograph was taken, a coal yard. A boy with a wheelbarrow, no doubt on the way to purchase fuel has stopped and is leaning against the wall watching the photographer. Before it became a coal yard it had been a Carpenters' and Wheelwrights' shop, but it was built in 1779-1780 as a Nonconformist Meeting, or Preaching House, as John Wesley preferred to call them.

The engine house in the background is West Kitty.



Peterville c 1905.

A view from Goonlaze looking towards Quay Valley. Wheal Friendly engine house can be seen working in the distance. Note the lack of buildings towards Wheal Kitty.



A view taken about 1905 from Goonlaze Mine. Several Engine Houses can be seen in the distance including Polbreen and West Kitty.

Unfortunately the photograph doesn't show the load being carried, but it must have been a heavy one as the leading horse is a "Chain Horse", used to assist the horse between the shafts when the burden was too much for one animal.

The field in the foreground is now Castle Meadows.



The Coastguard Station c 1905. Note the “Signalling” being demonstrated for the photographer.

The present Coastguard Station was built behind the school in British Road in 1893, prior to this it was only a small house overlooking St Agnes Beach.



Stippy Stippy in 1905. This can be dated by the scaffolding around the Church Steeple after it was struck by lightning on March 15th 1905. Stippy Stippy, at this time called “Cottage Row” was once owned by the Shipping Companies.



Goonvrea Road looking towards the Beacon about 1916.

The derelict cottages seen to the right of the photograph were known as Castle Rag Street.



CHAPEL PORTH.

Chapel Porth 1908.

Remains of the old mine workings can be seen where the car park is today. The bungalow shown was built at the turn of the century by Joe Tremewan for his niece, Winnie Rickard who used it as a tea and boarding house.



Quay Valley c 1906.

Prior to the coming of the railway to St Agnes in 1903, the valley from Peterville to the cove was a hive of industry and played an important part in the history of St Agnes. There was a hammer mill making iron work for the many mines in the area and a small iron foundry at the Peterville end of the valley, seen bottom right in this picture.



Trevaunance Valley 1906.

This view is taken further down the valley from the one above, and looks very different from that of today.

ST AGNES HARBOUR

Many attempts were made to build a harbour at Trevaunance Cove. The first was in 1632, and never completed being destroyed by the winter gales. The second, in 1684, suffered a similar fate.

The third was designed by Winstanly of Eddystone Lighthouse fame. This was a much more professional undertaking. The quay was completed and looked very strong and substantial butting against the Western Cliffs. Sea traffic continued for the next six years and a fishery was established, unfortunately, in August 1705, a storm again destroyed the Quay.

In 1709 another quay was built on the same site with a similar construction technique to Winstanly's. This quay lasted 20 years, but in 1730, was completely destroyed.

In 1793 an Act of Parliament was passed for "Erecting and making a pier and harbour in the Cove of Trevaunance in the Parish of St Agnes." The work had to be complete within seven years from the date of the Act of Parliament. Work began immediately. The outer walls were made from large dressed granite blocks drilled through from top to bottom and laid so they overlapped allowing iron bars to be driven through the holes locking the blocks together. An inner wall was then built and the cavity between the walls filled with rubble and mortar made from stone and lime. The quay surface was then paved.



This harbour remained until 1915, when on July 15th, during bad weather a stone was washed out of the North Quay. It was not replaced and later that year, in October, the inevitable happened, it blew hard all night and into the next morning. An eye witness noticed a breach had been made in the North Wall so large that a horse and cart could be driven through it. History was repeating itself. The next year, the North Quay was practically demolished. The South Wall stood for a little longer, but in 1924, it had all gone, leaving only the pile of granite blocks seen today.



A view of the harbour taken around 1880.

The three boats are:- the Ketch “Minnie Flossie” from Bideford, built in 1869, nearest the cliff. The Brigantine “Richard Warbick” from Fleetwood, built in 1872, and the two masted schooner “Goonlaze” from Hayle, built in 1874 against the North Wall.



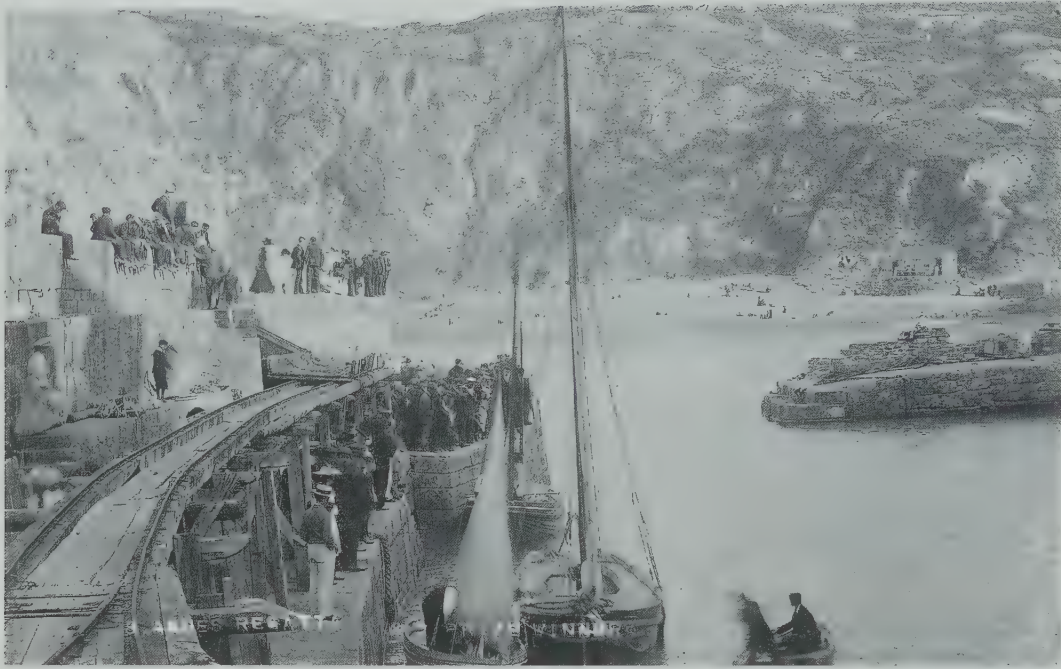
C 1905. A view taken from the cliff above the harbour, showing the wooden gantry. A pulley wheel was attached to the gantry and a rope was laid over this wheel to which was attached a basket, or kibble, which was lowered to a vessel underneath moored against the cliff. The other end of the rope was attached to a horse whim about 30 feet back from the cliff edge and the horse, plodding round and round, would raise the basket, thus the vessel would be unloaded.



One of the many sailing ships which entered St Agnes harbour moored against the North Quay c 1900.

REGATTA DAY

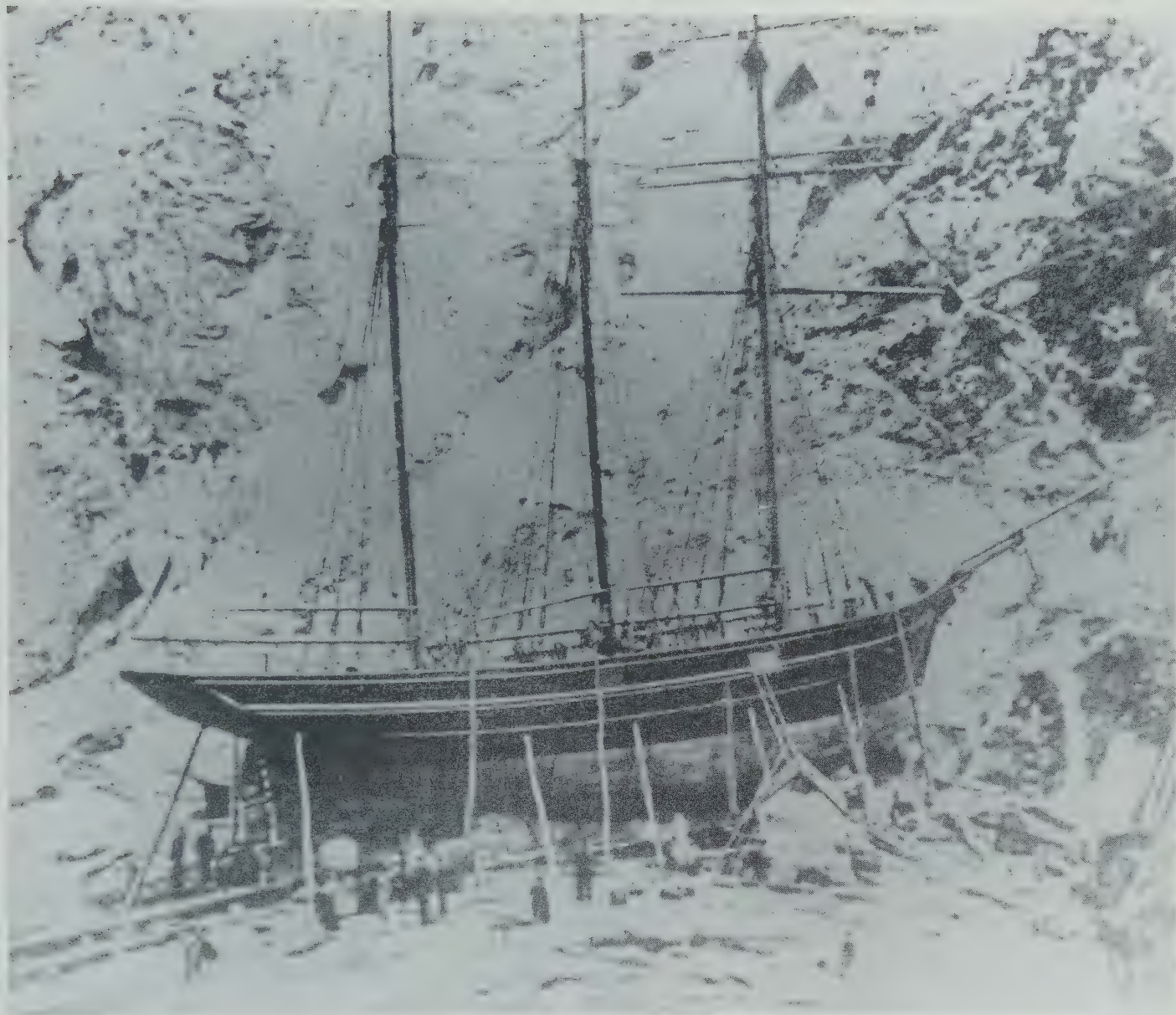
A major event of the year at St Agnes was the Annual Regatta. Practically the whole populace flocked down to the harbour to watch the sports and sailing events.



This photograph shows the first and second class prize winners. Boats were divided into two classes. Class 1, 20 feet and over, Class 2, boats under 20 feet. The weather had to be very bad for the participants to withdraw and the competition was intense.



Another event held on Regatta Day was the drilling contest on the cliff above the harbour. This was primarily arranged for the enjoyment of the miners. The object of the competition was to hand drill through a large piece of granite. Men would compete in pairs, one would rotate the drill bit and the other the hammer. The winners would be the team who drilled the deepest hole in a set time.



Four schooners were built on St Agnes Beach between 1873 and 1877.

The first was launched on the 20th January 1873 and named "St Agnes". She was 58 tons, and registered at Hayle. On the 30th September 1905 she was sold to W.K. Slade of Appledore. In December 1906, when bound from Appledore to Gloucester, she was wrecked in the River Severn.

The second, launched on the 3rd July 1874, was named the "Goonlaze" and registered at Hayle. She was a two masted Topsail schooner of 58 tons. On 5th February 1901 she was wrecked off the North Devon Coast.

On the 21st June 1876 the third vessel was launched. This was a three masted schooner the "Trevellas" of 128 tons, registered at Hayle. On 17th November 1930 she sailed from Port Talbot and was never heard of again.

The fourth, and last, vessel to be built was the "Lady Agnes" a two masted schooner of 91 tons, launched on 6th September 1877 and registered at Hayle. She was sold many times during her life, the last time being on the 4th November 1941, to Walter White of Croydon but she never went to sea again. She was eventually broken up in 1948 having lain derelict all through the second world war.



The Cornish Lass shipwrecked between St Agnes & Trevellas 6th January 1896.

The 60 ton Ketch left St Agnes Harbour carrying ballast, a part of which was made up of plate punchings, having previously discharged a cargo of coal from Lydney. The wind was from the west and not very strong. She cleared the harbour entrance and had got to Trevaunance Point when the wind died away, whereupon the tide and ground sea carried her across the cove and she was wrecked on the Maddocks Rocks between Trevaunance Cove and Trevellas. The unfortunate vessel never got off and soon broke up becoming a total loss.

The Railway had now reached St Agnes, and was bringing tourists, hence the first beach cafe at Trevaunance Cove, in 1904.



Trevaunance Cove approximately 1905. The coastline and beach is little changed today, but the dress of the children paddling, dates the photograph.

VILLAGES:- BLACKWATER



Blackwater Sub Post Office. Mr William F. Hooper was the sub postmaster, and also a Grocer, General Merchant and Draper in 1905.



East End Blackwater c 1920. This part of the road is now a lay-by.



Mens' Institute c 1906.

This was one of many buildings erected in Cornwall by Mr Passmore Edwards. He was born in Blackwater on March 24th 1823, and when asked, by the Vicar of Mithian for a few books for a small club at Blackwater he sent 500 volumes, and said he would build an Institute if land was found. This was provided and the institute opened in 1890.



Looking towards Redruth c 1904, showing, in the distance the old Blackwater railway bridge, built in 1901 for the Chacewater to Newquay line. Also note in the left distance, one of the three signal boxes at Blackwater which enabled trains to run direct from St Agnes to Redruth, as well as to Chacewater and Truro.



The villagers pose for the photographer, c 1920.



A picture taken from on top of the Railway Embankment looking back towards Blackwater around 1920.

PORTHTOWAN



Echo Corner 1905.

The remains of South Towan Mine with two chimneys and engine house to the right of the picture.



View to the beach, 1905.



The Old Water Wheel powered Corn Mill and Cottages just below the Post Office, 1904.



An Edwardian Bank Holiday. On such days the residents of Redruth and surrounding areas flocked to Porthtowan using all types of vehicles, including Jingles, Traps, and Jersey cars. Amongst the several cafes are Nicholls Atlantic Refreshment Rooms on the left, and Gill's and Rickard's Tea Rooms on the right of the picture.



Campers in a field on the Western side of the beach c 1908. Note the splendid motor cycle AF 267.



Tin streaming on Porthtowan Beach around 1904.

MOUNT HAWKE



Mrs Jones collecting water near Banns. 1904.



Short Cross Roads c 1906. In the centre of the picture is the former Mount Hawke Post Office. The building on the right is the old Blacksmith's Shop.



A view from the St Agnes side of Mount Hawke looking towards the village, about 1904.



The residents pose for the photographer, Mr Bragg, of Illogan, at Short Cross Road 1905.



Mount Hawke children outside the village shop c 1905.



Mount Hawke School, built 1874 with accommodation for 250 children, pictured here in 1908.

Wheal Rose c 1908.



Towan Cross c 1905.
Note the shop of W.H. May,
Draper & Grocer. Amongst the
wide choice of goods for sale
was Tower Tea, and Royal
Daylight lamps.



Mongoose, about 1915.





Mongoose c 1906. The man on the horse is Alec Stephens. The lady with the children is Edith Murrish and the woman leaning against the hedge is Hilda Murrish.



Valley Place, Cross Coombe. The card is postmarked 24th September 1906.



Trevellas, Menadue's Grocer & Drapers shop. The card was posted on 12th July 1906.



A view taken in 1905. The majority of the buildings are built of "Cob" (a clay substance reinforced with straw and horse hair). Many of these are three or four hundred years old. Originally they would all have had thatched roofs but now only a few remain.



Mithian Post Office, around 1905. The postman is Mr Williams, and the lady on the right is Edith Rogers. The shop was kept by Mrs Frances Mary Hooper.



Mithian around 1905. As in most village photographs taken by Mr Bragg of Illogan, the children line across the street. The Miners Arms Public House can be seen in the background. The building dates back to 1577.



Another view of Mithian in the middle of the Edwardian era. The building to the right of the picture is the old Mithian Manor House, now converted into dwellings.

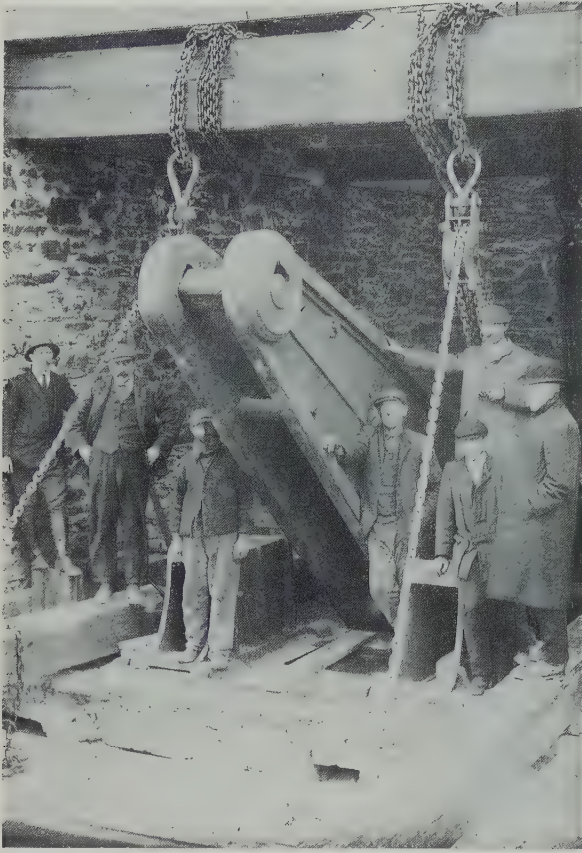


The Old Mill Mithian, photographed by Mr Bragg, and postmarked 29th May 1906. This flour mill was situated down the valley towards Blowing House. The mill derived its power from the stream and the machinery was driven by a water wheel. The remains of the building can be seen today.

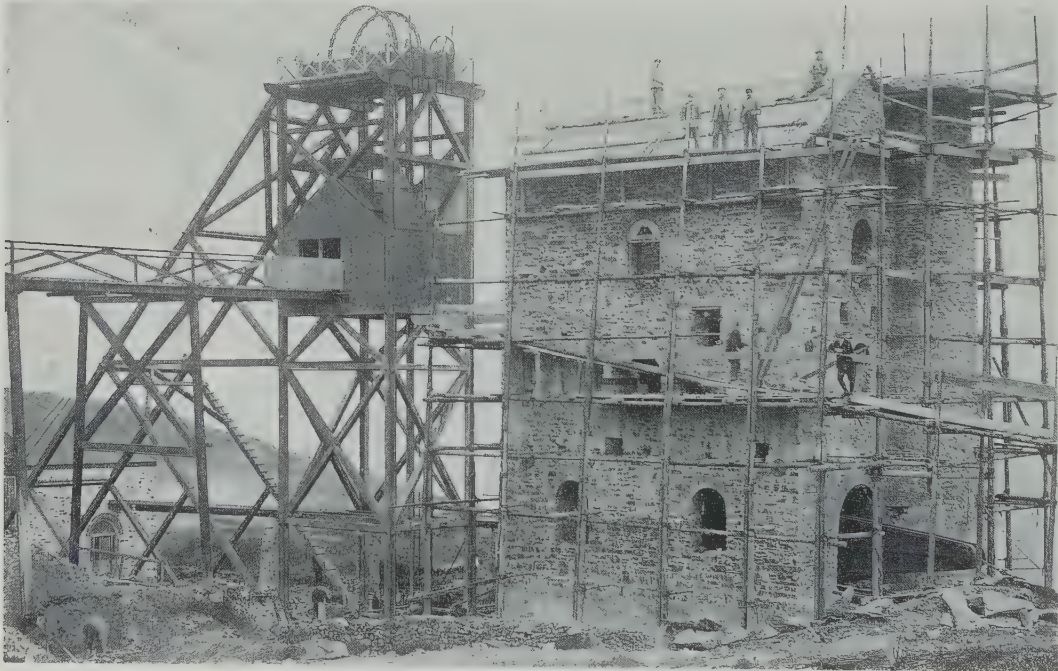


Mithian Farm 1908. Here we see a portable steam engine working a threshing machine. The engine was horse drawn to its working site, where it took 2 hours to raise steam from cold.

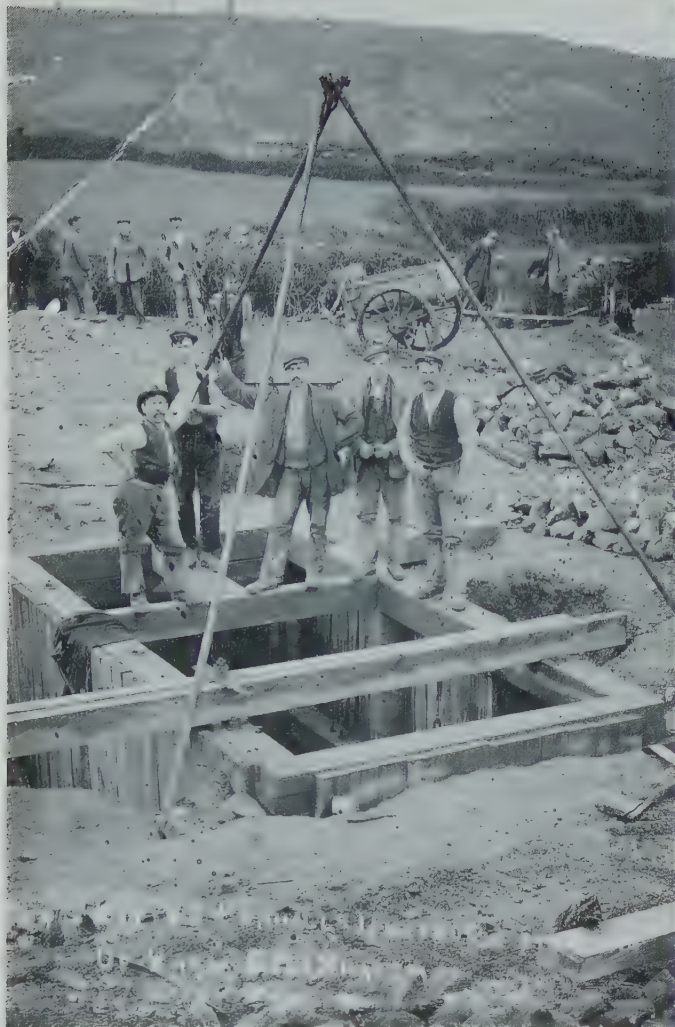
MINING



Sara's Shaft Wheal Kitty, c 1910. The bob being raised into position on the bob wall.



Building the Engine House, Sara's Shaft. The bob can be seen protruding from the partly constructed house.



Wheal Kitty and Penhalls United. The re-starting of Wheal Sara Shaft.

This interesting card, postmarked 1912, has the following written on the back. "What do you think of dad at his work. This shows the pumping house and cage of Sara's Shaft. Much love, Arthur"





Written on the back of this card is:- "The removal of the bob from Gooninis Mine to Castle an Dinas in 1911".
(Castle an Dinas is near St Columb Major).

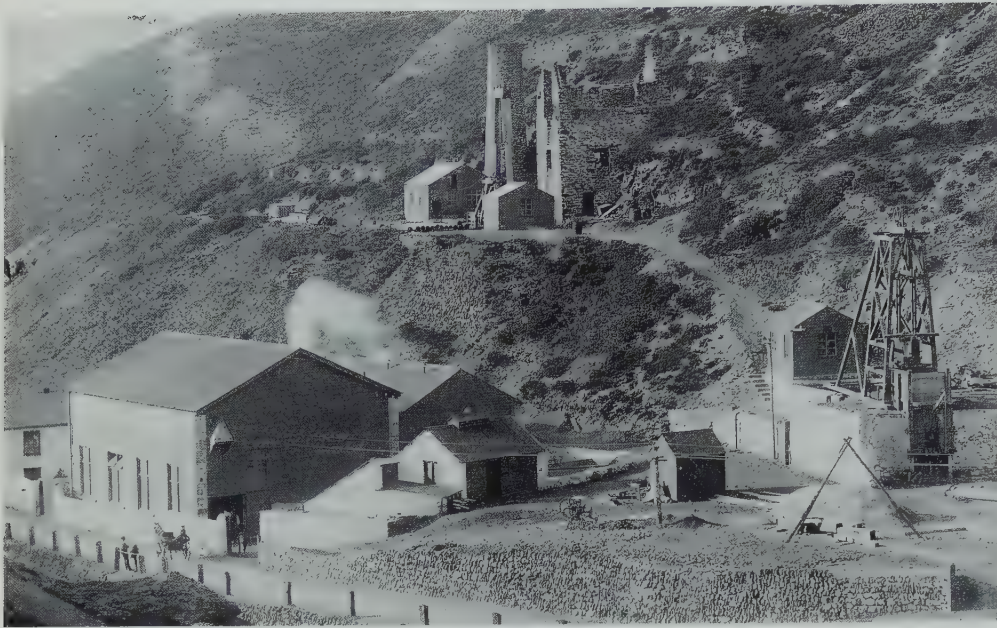


Wheal Friendly Mine c 1911. This photograph was taken from the Wheal Kitty side of Quay Valley.



An interesting old photograph entitled:- **"Finishing Up Gooninis"**
Note the various tools held by the men and the bunch of candles held by the man second from the right.

TYWARNHALE MINE. 1906



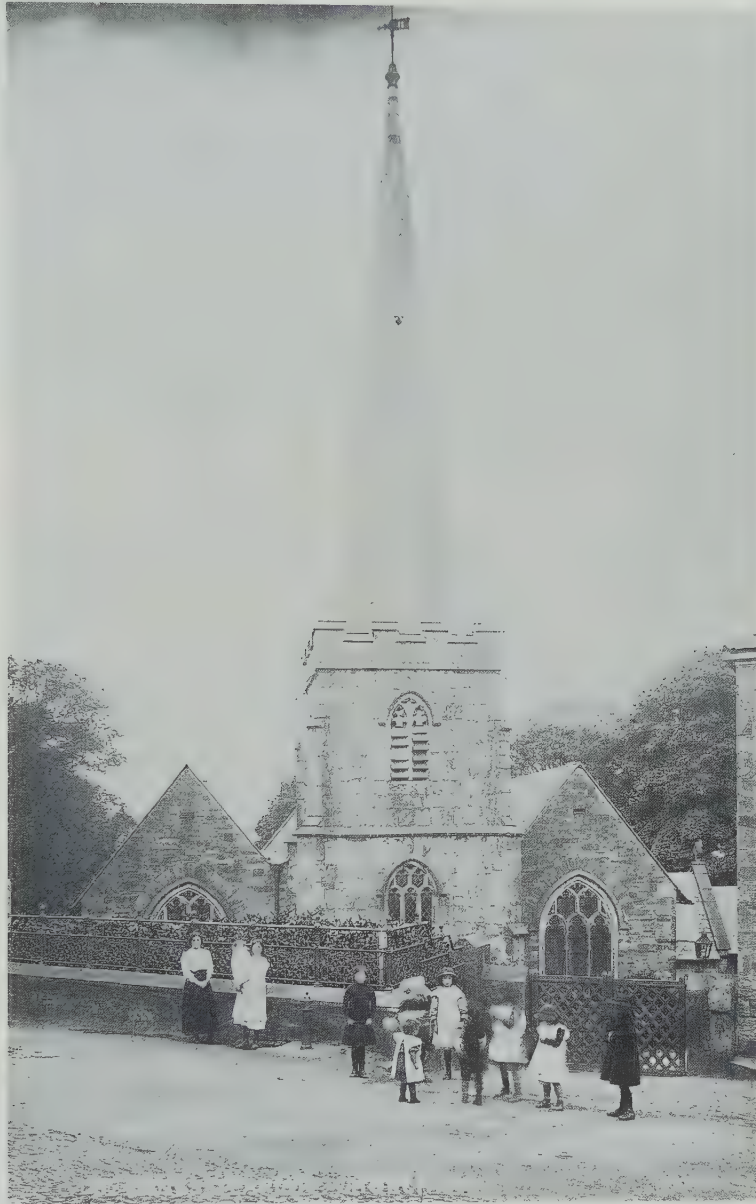
An important Copper producing mine in the years before 1860. Three main lodes were worked, the ultimate depth being 100 fathoms, (600 feet). In 1906 an unsuccessful attempt was made to restart the mine using electric pumps.



This photograph shows Cornwall's first electric pump at Tywarnhale Mine. It is a "Worthington" at Taylor's Shaft.

CHURCHES AND CHAPELS

ST AGNES CHURCH



The early history of the Church in St Agnes is very obscure, but it is known that a Parochial Church existed at St Agnes as far back as 1331.

In 1846 St Agnes became an independent parish and the connection with Perranzabuloe was severed. At this time a faculty to demolish the 15th century Church was obtained. The old materials were re-used and the building enlarged. The present Church was built in 1848 with a finely tapering spire which is uncommon in Cornwall.

At 12 noon on Wednesday 15th March 1905, the spire was struck by what was described as a "Fireball" by one source and a "Thunderbolt" by another. Two large stones crashed through the roof into the Church, another was hurled across the road and damaged a shop owned by Mrs Williams, and another was thrown a distance of 200 yards. Fortunately only two people were slightly injured.

This view of the damage, taken from the roof and shows the spot where the lightning struck. The steeplejack employed to take down and rebuild the spire was a Mr Larkins of Bow, presumably nominated by the Insurance Company, The Royal Exchange Insurance Office.



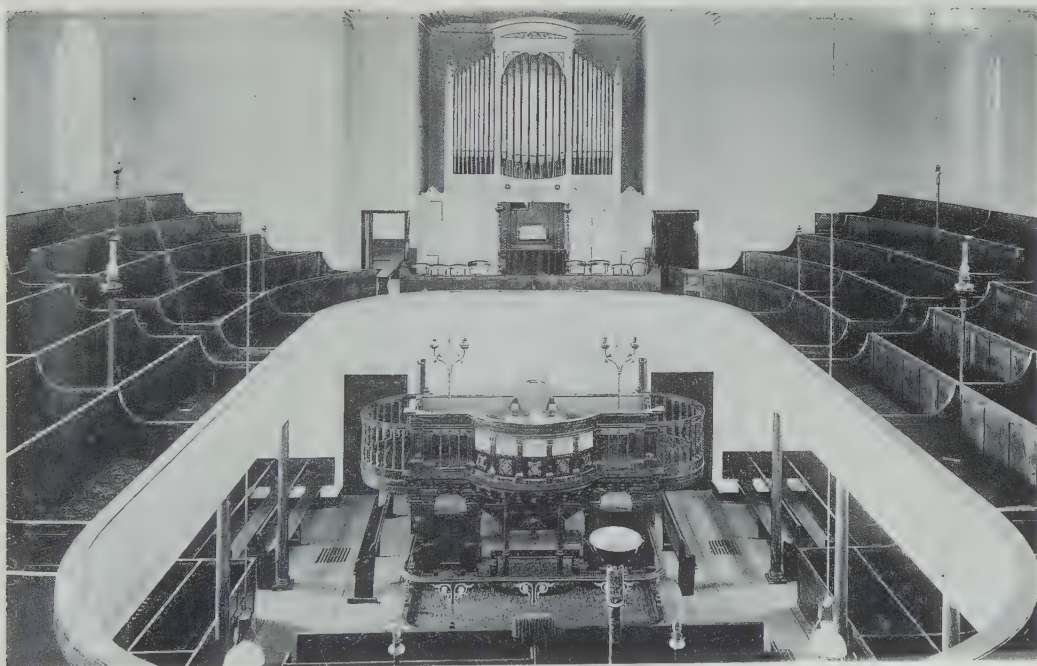
The spire is rebuilt, and the steeplejacks have obligingly posed on the scaffolding for Mr Bragg to record the event.





St Agnes Chapel.

Built in 1860 on land bought from the Bryanack Estate. The total cost, including the land was £2027.19s.9d. The stone was purchased from Boddy's Quarry on the Western slope of Trevellas Valley, and from Polberro Quarry.



Interior of the Chapel c 1905.

The organ was installed in 1872, note the oil lamps, which would see many more years service. Electricity not reaching St Agnes until 1928.



MITHIAN CHURCH

Built in 1846 when the new Ecclesiastical district of Mithian was formed. The Church was built in the centre of the district, at Chiverton, and is therefore some 2½ miles from Mithian.

The Church originally had a tower and a spire but it was struck by lightning in 1898. The damage was serious enough to mean demolition, and this photograph shows the work in progress.



Mr Bragg has recorded the Church without Tower or Spire, this card being postmarked 1907. The present tower was built in 1928 with stone from the old engine house at Wheal Daniel, a gift from Lord Falmouth.



Mithian Chapel c 1916.

There is known to have been a Methodist Society in Mithian as far back as 1839.



Mithian Chapel members proudly posed for the St Agnes Photographer, Mr Solway, to celebrate the installation of their new organ. A great deal of hard work would have taken place in the village to pay for this.



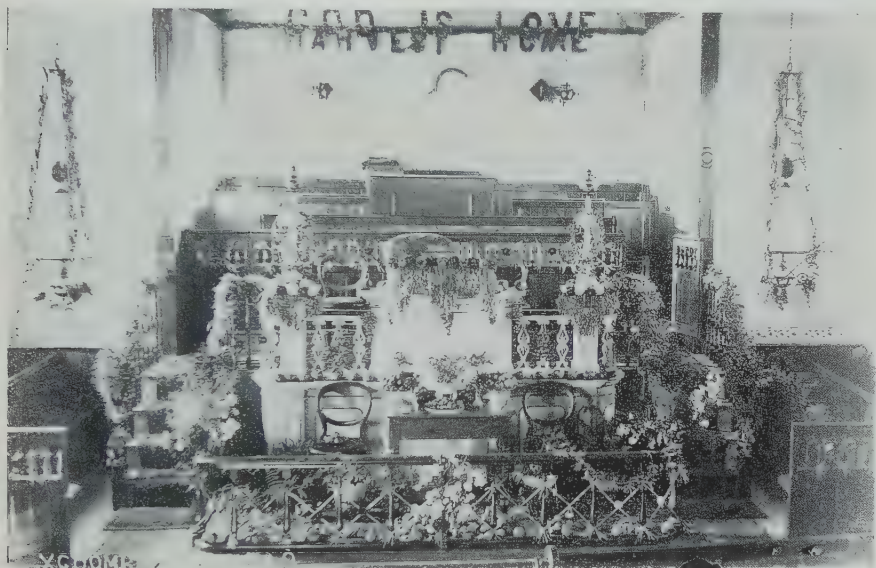
Higher Bal Chapel about 1906. A good example of a tiny chapel maintained by hard working villagers prepared to sacrifice money and leisure time both of which were in short supply.



Mongoose Chapel c 1904. It was built in 1851, when villagers who had previously attended Goonown felt they could support a chapel of their own.



This photograph by Mr H.D. Wootton of Redruth shows the interior of the new Wesleyan Chapel at Mawla, built 1908.



Cross Coombe Primitive Methodist Chapel, Harvest Festival 1908. This Chapel was demolished in the Second World War when Trevellas airfield was made.



Trevellas Harvest Festival, 1908. This building is no longer used as a Chapel, having been converted to a Carpenter's Shop.



St Agnes Wesley Sunday School Tea Treat procession at Churchtown c 1916.

The children are being led by Mr Benney, Superintendent of the Sunday School.



Goonown Wesley Sunday School Tea Treat, 16th July 1904, at Peterville.



St Agnes Wesley Sunday School Tea c 1909. The Policeman in the Photograph is P.C. Benney, my Great Grandfather, who was stationed at St Agnes from 1896 to 1919. The man in the centre of the photo is George Gerry, selling limpets.



St Agnes Church Tea at Peterville
c 1908.

The building on the left housed two businesses. Argall Boot & Shoe Maker, and R.H. Lockett, General Smith, Oven & Stove Maker.



New Connexion Sunday School tea at
Churchtown in 1911. (Note the size of
the cobbled pavement and the un-
made road. W.H. Comer was the
licensee of Paull's Hotel.)



Goonown Sunday School tea at
Peterville in 1911. See the wonderful
hats the ladies are wearing. Only three
girls are without a hat. No man or boy
has dared to bare his head.



Mithian Wesley Sunday School tea, marching through Mithian village, 1st June 1909.



Sunday School tea treat at Rose-in-Vale, Mithian, 1st June 1909.



Cross Coombe Sunday School tea treat procession, pictured by Mr Govier, about 1911, marching from Zion House towards Cross Coombe Chapel.



Cross Coombe Sunday School
tea, 1916.



Trevellas Down Sunday School
tea 1914. Summercourt Band
were providing the music that
day.



Higher Bal Sunday School tea
c 1909. The band are being
given their tea, and on the right
is a table piled high with splits
and saffron cake.



Mount Hawke Wesleyan Sunday School Tea c 1909, at Banns.



Mr Bragg had gone to Mount Hawke to photograph the Wesleyan Sunday School Tea Treat on 23rd July 1904. The postcards were quickly on sale, this being postmarked 1st August. It was sent to a young lady at The Vicarage, Mount Hawke. Possibly to show what the "Opposition" could do?

THE RAILWAY



The railway between Chacewater and Newquay was constructed under the “Great Western Railway, (Truro to Newquay Railway) Act 1897.”

The act provided that the railway had to be constructed within five years from the passing of the Act under a liability of a Penalty of £50 per day.

The line between Chacewater (Blackwater Junction) and Perranporth was opened for passenger traffic on the 6th July 1903 and between Perranporth and Newquay on the 2nd July 1905.

School children and their teachers were granted free tickets on the opening day and a large number made the journey.

The railway lasted until 1963, when it was one of the first Branch Lines to be closed by Doctor Beeching, the last trains ran on 4th February of that year.



St Agnes Station being built in 1902. Note the Contractors temporary track laid to transport building materials.



This photograph taken by the photographer H. Opie of Redruth in 1901 shows the building of the railway bridge over the main road at Blackwater.



The building of Wheal Liberty Viaduct between Goonbell & Mithian, in 1902. The contractor was Arthur Carkeek of Redruth.

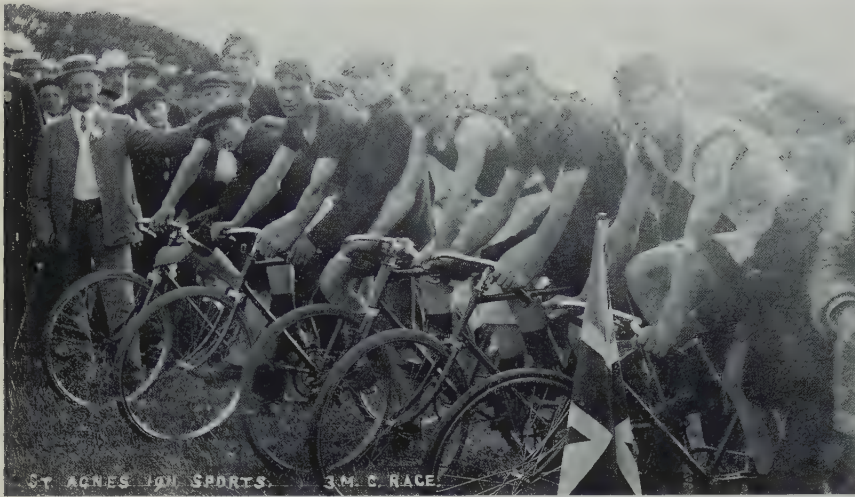


C 1906. Looking new a few years after its opening.



Mithian Halt shortly after its opening in 1905. As with other Halts and stations on the branchline it was situated some distance from its village and is, just outside the Parish of St Agnes. Mr Bragg took the picture, is that his horse and trap on the bridge at the top of the steps?

EVENTS



St Agnes Sports, 1911.
3 Mile Cycle Race.



Thursday 22nd June 1911. Coronation
Day, Carnival Procession, St Agnes.



A procession through the main street of
St Agnes, led by the coastguards,
followed by the Boys Brigade. The
occasion isn't known, can anyone help?



The opening of Trevellas Mens Institute, December 6th 1913. The foundation stone had been laid 27th June 1912.



Mr George Carlyon of Mount Hawke was the owner of this Traction Engine which overturned at Wheal Rose, Scorrier, c 1918.



The laying of Mawla Chapel Foundation Stone, 8th July 1908, the photographer was Mr H.D. Wootton of Redruth.

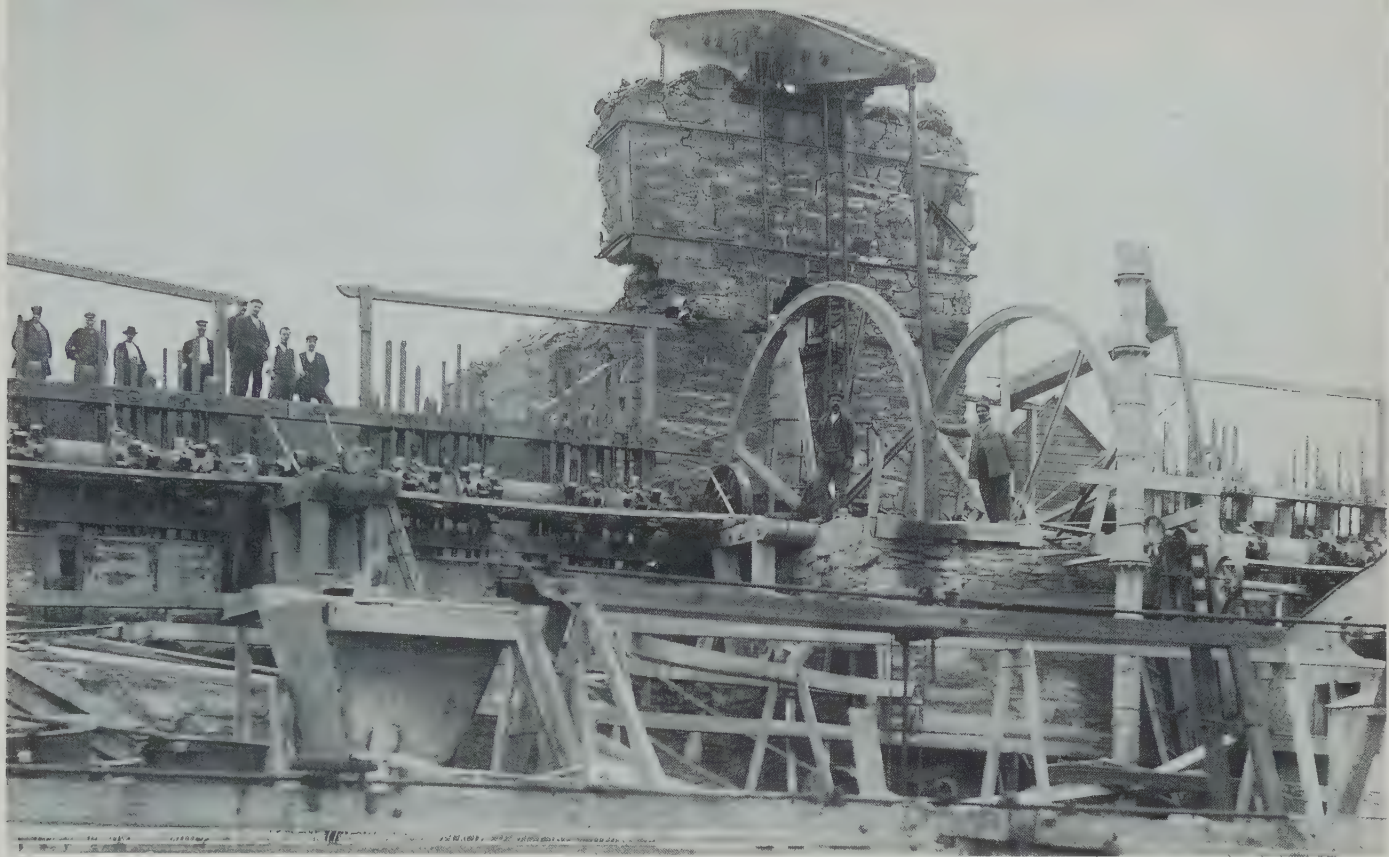


The ruins of Mitchell's store at Trevellas destroyed by fire July 15th 1909. The ruins were taken down and Zion House built on the site.



Old Cottages at Water Lane, St Agnes, destroyed by fire May 14th 1909. A great effort was made to save the four thatched cottages with people on the roof, tearing at the thatch, but in the end, the cottages were destroyed and four families made homeless.

The remains of these cottages can still be seen at the bottom of Water Lane.



Fire at Wheal Kitty Engine House, June 4th 1905.

The following extract is taken from 'The Western Morning News', June 6th 1905.

“ Fire at Wheal Kitty

Engine House Burnt Down

At St Agnes on Sunday afternoon it was reported that the engine house at Wheal Kitty stamping floors was on fire. Messrs. King and Benney were at work on the Whifley tables, just below, until midday, at which time the manager Captain J. Harper, also left the mine. King and Benney passed within a few yards of the building, but detected no sign of burning. Other parties passed near later than this, and saw nothing wrong. But about 1.15 pm, Mr S. Argall saw what he thought to be a little steam escaping from the boiler-house and passed on. On returning he found the engine house on fire. The danger was first seen from the coastguard station. An alarm was raised, and in a few minutes several of the employees of the mine and the manager were on the spot. From the first it was seen that the building was doomed, the flames fed by the grease, necessary in such a place, were shooting out of the windows and roof, which fell in in half an hour. An explosion of the boilers was prevented by the lifting of the escape valve by a long train rail. The wood lentils and the heavy beams all the width of the building were burning fiercely at 10pm, and fears were expressed for the safety of the 'bob', which rested on a heavy block of wood ”

Eventually the house was burned down but the bob remained resting on the bob wall, as seen in this photograph.

The house was later rebuilt and used again. The cause of the fire is not known but it was thought to have been arson.

CHARACTERS AND GROUPS



Tom Benney and Tom Stephens.

Tom Benney, on the right, was the Town Crier and Bill Poster. He had a shop at Churchtown. Tom Stephens was the seller of sand for floors.

Tom Benney is seen here putting a poster on the wall at the top of Rosemundy Hill where the Lychgate to the garden of rest is now.



Ste Harris — St Agnes Butcher.

This photograph of him and his butcher's wagon is taken at Rosemundy near the Masonic Hall c 1910.



Mr Whitfield who lived in the end cottage, between the old Mithian Post Office and the Mens' Institute.

Here we see him, about 1908, standing outside the Institute, before the porch was built, with a bicycle which most probably belonged to one of the young members.



Charlie "Eggie" Ham at Mount Hawke. Despite being almost blind he collected eggs, delivered newspapers and was a local preacher.



This photograph taken by Ernest Argall of Truro, shows a group of West Kitty Miners about 1908. Note the large bunch of miners' candles carried by the man on the left.



A local photographer, Mr Solway of St Agnes, took this picture of a Compass made on the lawn of the Coastguard Station by the Coastguards c 1906.



St Agnes Brass Band 1914.



Mithian School Girls at Drill in the school playground c 1906. "Drill" was the name for Physical Exercise and used up to the Second World War.



A walking funeral at Barkla Shop c 1910. The deceased in this photograph, was carried from Mount May to St Agnes.



Mr Solway has taken this picture of St Agnes School children at the school in British Road. The card was postmarked, 7th October 1907.

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